



The City of San Diego

Staff Report

DATE ISSUED: June 30, 2021

TO: City Council

FROM: Planning Department

SUBJECT: Community Parking Districts FY2022 Annual Plans and Budgets and the establishment of parking meter zones in Downtown CPD, Mid-City CPD and Pacific Beach CPD.

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Council District(s): 2, 3, 9

Overview:

In accordance with Council Policy 100-18, annually, each Community Parking District (CPD) shall develop, through community input, and recommend to the City Council, an Annual Plan and Budget. The following staff report summarizes the Community Parking District FY2022 Annual Plan and Budget. Concurrently, the Planning Department wishes to create parking meter zones by ordinance to allow for future installation of parking meters within the Downtown CPD, Mid-City CPD, and Pacific Beach CPD's, as recommended by the community and in coordination with the City.

Proposed Actions:

1. Approve the FY2022 Annual Plans & Budgets for the Uptown, Downtown, Mid-City and Pacific Beach Community Parking Districts (CPD). Copies of each Plan and Budget are on file with the Office of the City Clerk.
2. Contingent upon the certification that funds are available, the CFO is authorized and directed to appropriate and expend the CPD Fund Balances and Interest Fund Balances relating to the Uptown CPD Fund 200490 (UCPD), Downtown CPD Fund 200489 (DCPD), Mid-City CPD Fund 200491 (MCCPD), and CPD City Allocated Fund, No. 200488, from FY2021 for FY2021 or prior year expenditures anticipated to be processed in FY2021, with the thereafter remaining FY2021 Fund Balances and Interest Fund Balances relating to each of these CPDs and the CPD City Allocation Fund to be carried forward to FY2022.
3. Approve the transfer of \$3.85 Million from CPD City Allocated Fund No. 200488 to the Downtown CPD Fund 200489 and authorize the CFO to appropriate and expend the transfer amount in the Downtown CPD Fund 200489 to cover annual operations, programs and projects and approve the creation of a parking meter zone in the entire footprint of the Downtown Community Parking District, contingent upon the CFO certifying that funds are or will be available.

4. Authorize the Mayor or designee to execute a 5-year agreement with Discover Pacific Beach for the administration of the Pacific Beach Community Parking District.
5. Approve the transfer of \$250,000 from CPD City Allocated Fund No. 200488 to the Parking Meter District Pacific Beach fund and authorize the CFO to appropriate and expend the transfer amount in the Parking Meter District Pacific Beach fund to cover annual operations, programs and projects, contingent upon the approval of the creation of a new Pacific Beach Community Parking District fund and the CFO certifying that funds are or will be available.
6. Approve amendments to the operating agreements with Uptown Partnership Inc., El Cajon Boulevard Business Improvement Association, and University Heights Community Development Corporation (collectively, FY 2022 Operating Agreement Amendment) and the operating agreement with Discover Pacific Beach (FY 2022 Operating Agreement) to include anti-harassment and inclusivity training and policy.
7. Approve the creation of a parking meter zone in the Downtown Community Parking District bounded by North Harbor Boulevard to the west, Interstate 5 to the east, West Harbor Drive/East Harbor Drive to the south, and West Laurel Street/Interstate 5 to the north.
8. Approve the creation of a parking meter zone in the Mid-City Community Parking District bounded by Park Boulevard to the west, 70th Street to the east, Thorn Street to the south and Adams Avenue/El Cajon Boulevard to the north.
9. Approve the creation of a parking meter zone in the Pacific Beach Community Parking District bounded by Ocean Boulevard to the west, Ingraham Street to the east, Grand Avenue to the south, and Emerald Street to the north.

Discussion of Item:

Overview of Community Parking Districts

Community Parking Districts (CPD's) are authorized under City Council Policy (CP) 100-18, adopted on March 4, 1997, and most recently amended on July 16, 2015. The Council Policy establishes a "Community Parking District Program" that allows communities, with the approval of the City Council, to implement parking solutions in neighborhoods that face serious parking challenges. This Policy allocates a net 45 percent of parking meter revenues to the community from which it is generated. At present, the City has five CPD's: Uptown, Downtown, Mid-City, Old Town, and Pacific Beach. However, only the first three districts have parking meters and associated parking revenue.

Pursuant to state law, the use of CPD funds must primarily relate to parking or the control and management of traffic (including vehicular, bicycle, or pedestrian traffic) which may affect or be affected by the parking of vehicles within parking meter zones. Therefore, as outlined in CP 100-18, CPD funds are dedicated for improvements and activities that increase the availability, supply, and effective use of parking for residents, visitors, and employees. Under CP 100-18, the City also recovers appropriate and eligible expenses and sets aside funding for future eligible expenses in a special Parking Fund.

Based on previous City Attorney memoranda, parking projects funding may be accumulated over time for future capital improvements, such as parking meter replacement, and other pedestrian and bike infrastructure, or may be used for parking, traffic control, and mobility management.

Each CPD has a designated advisory board responsible for making recommendations to the City on parking-related matters, and as applicable, for developing plans and expending allocated revenue in accordance with CP 100-18. The advisory boards operate through a non-profit organization and contract with the City to manage CPD funds where such funds are generated within the respective CPD. Currently, there are five-year operating agreements effective through June 30, 2025 for Uptown and Mid-City Parking Districts. The Downtown Community Parking District is directly managed by the City; and the Pacific Beach Parking Community Parking District agreement is included for approval as part of this action.

Parking District Revenues

Typically, the City of San Diego generates approximately \$11.5 million in gross meter revenue generated in the combined three parking districts. Administration of the program which includes staff time from Planning Department (CPD Program) and City Treasurer's Department (Parking Meter Operations), as well as funds to contract, manage, operate and maintain existing parking meters within the City, also attributed to the Treasurer's Department, is approximately 30-35% annually. After the funds to administer the program are allocated, the remaining funds are split between the Community Parking Districts and the City per the Council Policy, at 45% and 55%, respectively.

Parking District Budgets:

Uptown Community Parking District

Uptown Partnership, Inc., a non-profit corporation, is the advisory board for the Uptown CPD which was created in 1997. Uptown Partnership, Inc. has prepared implementation guidelines that include recommendations for several Uptown neighborhoods, including: Hillcrest, International Restaurant Row, Mission Hills, and Bankers Hill. Their plans address parking inventory/supply, traffic circulation, public information, public transit and comprehensive system management as it pertains to managing parking and circulation, affecting and affected by parking meter zones.

Uptown CPD Budget Summary

The UCPD consists of approximately 1,502 single space and five multi-space parking meters. Historically the average annual utilization rate for all parking meters is approximately 50-55 percent, but this data is not available for the last year due to the Covid-19 pandemic and the non-enforcement of meters during much of FY2021. In a typical fiscal year, Uptown receives approximately \$700,000 annually in revenues, but due to the Covid-19 pandemic, and the suspension of parking meters and enforcement, no transfer of revenue for the upcoming fiscal year is programmed. The proposed FY2022 budget includes only the amount of \$5,521,729 which is from the UCPD reserves.

FY2022 Proposed Budget and Activities

The proposed UCPD projects with a budget of approximately \$5.5 million include: the valet program in International Restaurant Row; implementation of wayfinding signage in Bankers Hill; and continued work on mobility focused projects on Normal Street and 4th and 5th Avenue. Additionally, the UCPD along with the City continue to review possible parking conversions throughout the district to create new opportunities for parking revenues within the UCPD and where on-street parking has been restored for multi-modal improvements. A more detailed analysis of UCPD's Annual Plan and Budget has been provided as an attachment to this staff report (See Attachment 1).

FY2021 Program Highlights

Of the \$3,768,105 allocated in the FY2021 Plan and Budget, \$137,807 had been expended through the first nine months. The UCPD has implemented various types of parking projects during this time, despite the Covid-19 pandemic, including: identifying new parking meters; time limit parking; conversion of excessive red curb to add new parking for local businesses; commercial loading zones; ADA parking spaces; and passenger loading zones. The UCPD has also identified, and is in the process of converting, 14 blocks of parallel-to-angled on-street parking in Bankers Hill, and additional spaces in Hillcrest. The DMV lot, which the UCPD leases for public use, continues to be available for public parking during certain weekday evenings. The UCPD invested in large scale mobility projects and allocated \$1,790,000 of funding for the design of the Normal Street Promenade, and \$1,116,984 for the Fourth and Fifth Avenue Bikeways project in Bankers Hill. Collaboration between the UCPD, the City and SANDAG to fund and obtain approval of these projects has been a monumental undertaking and unprecedented achievement that will result in a tremendous reinvestment in the community. There will be additional expenditures by year's end from a number of projects completed with pending invoices, and invoicing on expenditures related to the 4th and 5th Avenue Bikeways Project.

Downtown Community Parking District

The Downtown CPD was established by the City in 1997, in order to invest in, and manage, public parking assets within downtown San Diego. The Downtown CPDs goals are to increase and manage the existing supply of public on-street and off-street parking, enhance signage and way-finding, improve bike infrastructure, calm traffic, reduce congestion, promote walking and biking, and provide for pedestrian safety improvements as it pertains to managing parking and traffic, affecting and affected by parking meter zones. Once managed by Civic San Diego, the DCPD is now managed by the City of San Diego's Mobility Department.

Downtown CPD Budget Summary

The DCPD consists of approximately 2,716 single space and 130 multi-space parking meters. Historically the average annual utilization rate for all parking meters is approximately 60 percent, but this data is not available for the last year due to the Covid-19 pandemic and the non-enforcement of meters during much of FY2021. In a typical fiscal year, Downtown receives approximately \$2 million annually in revenues, but due to the Covid-19 pandemic, and the suspension of parking meters and enforcement, no transfer of net parking revenue for the upcoming fiscal year is programmed. The proposed FY2022 budget includes the amount of \$2 million which is from the DCPD reserves, plus an additional \$3.85 million from the City's CPD Allocated Fund No. 200489, for a total of \$5.85 million.

FY2021 Program Highlights

Of the \$5.6 million allocated in the FY2021 Plan and Budget, \$2,644,147 has been expended through the first nine months, which equates to approximately 47% of the budget expended, with additional expenditures to occur by year's end. In the first nine months of FY2021, the DCPD initiated various types of parking projects, including; planning the installation of new parking meters; time limit parking; conversion of excessive red curb to add new parking for local businesses; installation of commercial loading zones; ADA parking spaces; and passenger loading zones, which is on pace with FY2020 project expenditure and completion. Additionally, the DCPD, along with the City, continue to review possible parking conversions along blocks identified in the Downtown Mobility Plan, to create new opportunities for parking revenues within the DCPD and where on-street parking has been restored for multi-modal improvements in Little Italy, Gaslamp and East Village.

The DCPD also continues to operate the Downtown Circulation Shuttle (FRED: Free Ride San Diego) and has provided transportation to nearly 1 million riders with plans to operate for

an additional year throughout FY2022. The following is a summary of the overall operational details and data to date:

FRED Ridership Statistics:

- Miles Driven = Over 950k
- Riders = Over 900k
- Gas Saved = Over 84,000 gallons
- CO2 Emissions Saved = 750 metric tons
- CO2 Emissions Equivalents / emissions saved equivalent = 162 personal vehicles driven, 255 tons of waste recycled instead of landfilled, 87 homes' energy use for one year <https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>
- Jobs Created - 36 @ living wage (full and part time)
- Operating Hours:
 - Monday through Thursday – 7:00 a.m. to 9:00 p.m.
 - Friday – 7:00 a.m. to 10:00 p.m.
 - Saturday – 8:00 a.m. to 10:00 p.m.
 - Sunday – 9:00 a.m. to 9:00 p.m.

Although Little Italy Association temporarily put on hold their highly successful Universal Valet Program due to Covid-19, the neighborhood is now focusing on mobility related projects including a removable bollard program on West Date Street, between Kettner Boulevard and Front Street, that will be activated for pedestrian only activities and special events. The Gaslamp Quarter continues to operate Curbside Gaslamp, an initiative that results in the closure of Fifth Avenue in the Gaslamp Quarter to vehicular traffic, turning the major thoroughfare into a pedestrian plaza five days a week. The Gaslamp Quarter is also in the process preliminary design work of the 5th Avenue Promenade which will permanently close 5th Avenue to vehicular traffic on afternoons and nights with the goal to complete the project in 2021. To date, \$1.5 million of CPD funds have been allocated to the project. East Village, Columbia, Marina, Cortez and Core neighborhoods are all implementing projects with a mobility first focus and are all implementing projects for pedestrian and bicycle safety, including wayfinding, lighting projects and bicycle infrastructure.

FY2022 Proposed Budget and Activities

As previously mentioned, the DCPD has been significantly impacted due to Covid-19. Between the start of the pandemic in March 2020, through FY2021, the DCPD lost approximately \$2.6 million in parking meter revenue and an additional \$1.2 million in parking garage bond obligations. The DCPD budget, once at approximately \$22 million in 2016, now has an estimated reserve balance of \$2 million due to investments in CIP projects including East Village Green Parking Garage and the 5th Avenue Promenade Project, increased program spending by the Neighborhood Parking Programs, and comprehensive projects including wayfinding and Free Ride Everywhere Downtown (FRED). To ensure that the Neighborhood Parking Programs and other Downtown-wide services and projects continue operating, City staff is requesting authorization from Council for a one-time transfer of \$3.85 million out of the CPD City Allocated Fund No. 200488, into the Downtown CPD Fund 200489, to cover annual operations, programs and projects. Currently the balance on CPD City Allocated Fund No. 200488 attributed to Downtown is \$7.8 million which would leave a balance of approximately \$3.95 million. It is anticipated that FY2022 parking meter and garage revenues will be collected at pre-Covid-19 levels now that restrictions on public gathering continue to be loosened, and annual revenue projections for the CPD City Allocated Fund in the next fiscal year will likely replenish the fund by approximately \$3.78 million.

Among the projects that will be funded with the proposed budget of approximately \$5.85 million include: the continued operation of FRED; implementation a pedestrian and bicycle focused wayfinding program; and continue neighborhood specific programs and projects.

- Little Italy Association will continue their Universal Valet Program and plans to implement safety projects including pedestrian planter barriers, pedestrian lighting, and ROW safety measures.
- The East Village Association plans to implement an enhanced lighting project for pedestrian safety on Market Street.
- The Gaslamp Quarter continues to implement curbside safety measures and enhanced pedestrian lighting projects.
- The Columbia Neighborhood plans to implement pedestrian lighting and safety landscape projects.
- The Cortez Neighborhood plans to implement pedestrian safety projects including lighting and landscaping.
- The Core plans to implement pedestrian safety lighting and additional safety improvements.

A more detailed analysis of DCPD's Annual Plan and Budget has been provided as an attachment to this staff report (See Attachment 2).

Mid-City Community Parking District

While in 1997, the City created an overarching CPD for Mid-City with one advisory board, that advisory board recommended and approved a Memorandum of Understanding in 1999 that was entered into by three constituent non-profits to each act as the responsible fiscal entity to carry out the CPD Program for their respective geographic portions of the CPD. The El Cajon Boulevard Business Improvement Association (ECBBIA) serves as the Greater Mid City Community Parking District advisory group. The Greater Golden Hill (GHCDC) and University Heights Community Development Corporations (UHCDC) administer their respective portion of the district revenues. The Mid-City CPD has developed a revenue sharing plan for these three communities. The advisory board meets monthly to address common parking concerns. The goals of the Mid-City CPD are to improve the community by increasing parking options, ensuring safe and friendly streets, increasing pedestrian activity, and advancing alternative transportation options as it pertains to managing parking and traffic within parking meter zones.

Mid-City CPD Budget Summary

The MCCPD consists of approximately 233 single space parking meters. Historically, the average utilization rate for all parking meters is approximately 35 percent, but this data is not available for the last year due to the Covid-19 pandemic and the non-enforcement of meters during much of FY2021. In a typical fiscal year, Mid-City receives approximately \$70,000 annually in revenues, but due to the Covid-19 pandemic, and the suspension of parking meters and enforcement, no transfer of net parking revenue for the upcoming fiscal year is programmed. The proposed FY2022 budget includes the amount of \$668,848 which is from the MCCPD reserves.

FY2021 Program Highlights

Of the \$763,000 allocated in the FY2021 Plan and Budget, \$67,546 has been expended within the first 9 months. The MCCPD has implemented various types of parking projects during this time, despite the Covid-19 pandemic, including: identifying new parking meter zones; time limit parking; conversion of excessive red curb to add new parking for local businesses; installation of commercial loading zones; ADA parking spaces; passenger loading zones; and motorcycle parking. The MCCPD has continued identifying conversions from parallel to angled parking for approximately 20 blocks in order to add more than 100 new on-street parking spaces.

The MCCPD has also been working with the City regarding the installation of parking meters on 30th from Upas to University (east side of the street) and from University to Adams (west side of the street). A new parking meter zone was requested by the MCCPD, and the goal is to have the parking meter zone Installed in coordination with the 30th Street Bikeways Project due for completion this summer.

FY2022 Budget Request and Activities

Some of the proposed projects that will be funded with the proposed budget of approximately \$668,000, include: continuing the valet parking program; implementing additional wayfinding signage; providing pedestrian and bicycle safety measures; and instituting a metered parking zone from Park Boulevard to the west, 70th Street to the east, Thorn Street to the south and Adams Avenue/El Cajon Boulevard to the north. The metered parking zone will apply to and will be implemented along roadway frontage of commercial and mixed-use properties only, and will not be located along residential only blocks. The MCCPD will provide an outreach process that will take place prior to any installations to receive public input for any adjustments to the implementation plan and to provide further information to residents and business owners. Additionally, the MCCPD, along with the City, continue to review possible parking conversions throughout the district to create new opportunities for parking revenues within the MCCPD and where on-street parking has been restored for multi-modal improvements. A more detailed analysis of MCCPD's Annual Plan and Budget has been provided as attachments to this staff report (See Attachments 3 and 4).

Pacific Beach Community Parking District

Discover Pacific Beach, a non-profit corporation, is the advisory board for the Pacific Beach CPD that was created in 2005, but has not received revenue because there are no parking meters in the district. The Pacific Beach Parking Advisory Committee has been working on a plan that includes the installation of parking meters in 2-hour spaces within the business district along Garnet Avenue and surrounding streets. The pilot has been endorsed by all City recognized PB community groups, including the Pacific Beach Planning Group, the Pacific Beach Town Council, DiscoverPB, and beautifulPB. The pilot will achieve key goals for Pacific Beach, including reducing congestion, increasing the available parking spaces for local businesses patrons, increasing connectivity to mass transit, encouraging active transportation, and improving safety for vulnerable roadway users. The proposed meter zone as recommended by the Pacific Beach Parking Advisory Committee will incorporate Ocean Blvd to the west, Ingraham Street to the east, Grand Avenue to the south and Emerald Street to the north.

As part of the FY22 budgetary process, the advisory committee has proposed a neighborhood electric vehicle (NEV) shuttle service operating throughout Pacific Beach while also providing connections to/from the Balboa Avenue Transit Center, part of the Mid-Coast Trolley Project scheduled to begin late 2021. As meters will likely not get installed until later in 2021, the City has been working with SANDAG and the PB advisory board on funding the shuttle service in time for when the Mid-Coast Trolley Project becomes operational towards the end of this year, concurrent with the installation of the meters within the PBCPD. The City has been collaborating with SANDAG which has led to a partnership that will provide funding for a NEV shuttle service. The proposed financial support from SANDAG will include up to \$358,000 for two years of shuttle operation and SANDAG has asked that the City/Pacific Beach Parking District provide a match from meter revenues. The City is recommending the allocation advancing up to \$358,000 over the next two fiscal years, \$250,000 this year from the CPD City Allocated Fund, No. 200488 to subsidize the shuttle program in Pacific Beach which will provide equitable, environmentally friendly and efficient service for transit users and others in the district. Once Pacific Beach starts generating revenue, the City will request that a graduated payback of the advance happens over a multi-year period and details of the payback will need to be determined. A more detailed

analysis of PBCPD's Annual Plan and Budget, including a map of the proposed meter zone has been provided as attachments to this staff report (See Attachment 5).

Covid-19 Budgetary Impacts

Gross Parking meter revenue related to COVID-19 is estimated at approximately \$6 million less for FY2021 compared to previous years due to non-programming of meters through February of this year. The anticipated City administration costs for FY2021 are projected to be approximately \$5 million. This is an increase over FY2020 as the City is upgrading all smart meters from 2G to 4G technology at a cost of \$550,000. Although the administrative costs fluctuate on an annual basis, the yearly costs are generally between \$4 and \$5 million. For FY22 the City's administrative costs are projected at approximately \$5 million, similar to FY21. As required in CP100-18, 45 percent of the total parking meter revenues, less the City's administrative and parking meter operations costs generated within each Community Parking District, are allocated to that Community Parking District on an annual basis. Due to the non-programming of parking meters for the majority of this fiscal year due to the stay-at-home order, the revenue generated might not be adequate to cover the administrative and parking meter operations costs, and a use of reserves could possibly be required. Further, as a result it is anticipated that there will be no transfer of revenue for both the City and the Community Parking Districts this fiscal year. While Uptown and Mid-City CPD's have reserves in place to cover the shortfall, Downtown CPD has been significantly impacted due to spending down years of reserves.

In addition to parking meter revenue reductions, parking garage revenues were also reduced in FY2021, impacting the Downtown Community Parking District Budget. In 2000 the former Redevelopment Agency constructed a 500-stall public parking facility, Park It On Market, located at the corner of 6th Avenue and Market Street. Parking meter revenue is used to finance and pay the debt service for the facility. Additionally, parking meter revenue is pledged for future bond payments for a period of 25 years, in the event that net operating income is insufficient to cover the annual debt service of the garage. Due to Covid-19 restrictions, there is a shortfall of \$460,080 in FY2020 which is funded by Downtown's 45% of parking meter revenues. Annual debt service for the Park It On Market public parking facility is \$833,680 for FY2022 (1999A bonds) which is due to mature in 2025 and is now reserved in this year's budget.

In 2004 the Former Redevelopment Agency completed construction of the 6th & K Parkade, containing 1,230 parking spaces, which is a public/private venture with 1,000 spaces servicing the public, and 230 below-grade spaces servicing the Omni Hotel. Parking meter revenue is used to finance and pay the debt service for the facility. Additionally, parking meter revenue is pledged for future bond payments for a period of 25 years in the event that net operating income is insufficient to cover the annual debt service of the garage. Due to Covid-19 restrictions, there is a shortfall of \$668,956 which is funded by Downtown's 45% of parking meter revenues. Annual debt service on the 6th & K Parkade public parking facility is \$457,637 for FY2022 (2003B bonds) which is due to mature in 2026 and is now reserved in this year's budget.

City CPD Fund Allocation and Budget

Pursuant to CP 100-18, 55% of net parking meter revenues are retained by the City in the CPD City Allocated Fund for current or future eligible activities or improvements, such as new parking technologies and general mobility improvements. City staff completed the full installment of new technology single space meters in March 2015, and new/retrofit multi-space meters in March 2016. City staff continues to identify, in coordination with individual CPDs, locations for installation of new single, dual, and multi-space parking meters. City Treasurer staff continues to contract with IPS who provide parking meters and back office

support and is in the process of developing a mobile payment option that will be available in FY2022 through a smart phone application.

City staff is actively exploring new options to use the City's portion net parking meter revenues to provide enhanced mobility options.

During FY2021, staff worked on larger scale mobility focused projects throughout each of the parking districts. These efforts include collaboration on the Normal Street Promenade, 4th and 5th Avenue Bikeway, and Washington Street separated bike lane projects in Uptown, management of FRED and collaboration of the 5th Avenue Promenade Project Downtown, and initiating the creation and implementation of the parking meter zone on 30th Street in Mid-City. Due to the pandemic shifting business models throughout the City, there is a reduction of curb requests and evaluations.

Proposed City CPD Fund expenditures for FY2022 include the aforementioned request to transfer \$3.85 million into the Downtown CPD fund for ongoing operations, projects and services. Additionally, in accordance with CP 100-18, the CPD Admin Fund reimburses eligible expenses to the Transportation and Storm Water Department for services performed within the parking meter zones within Community Parking Districts. This figure for FY2019 and FY2020 is \$1,459,612 and \$2,037,903, respectively. Staff estimates that the transfer amount for FY2022 will be lower due to the effects of the Covid-19 pandemic on Citywide staffing and operations.

City Strategic Plan Goal(s)/Objective(s):

Goal #2: Work in partnership with all of our communities to achieve safe and livable neighborhoods.

Objective #3: Invest in infrastructure.

Objective #5: Cultivate civic engagement and participation.

Goal #3: Create and sustain a resilient and economically prosperous City.

Objective #1: Create dynamic neighborhoods that incorporate mobility, connectivity, and sustainability.

Fiscal Considerations:

This action authorizes the transfer, appropriation and expenditure (via agreements/MOU) of CPD funding of an estimated \$12,290,577 of FY2022 beginning Fund Balance, to the individual CPD funds which the City Council previously appropriated in the FY2021 Annual Budget, plus the carry-over from previous years and any year-end adjustments within the CPD funds. This action authorizes the use of an estimated \$5,521,729 of beginning Fund Balance for Uptown CPD Fund 200490 (UCPD), estimated \$2,000,000 of beginning Fund Balance for Downtown CPD Fund 200489 (DCPD), estimated \$668,848 of beginning Fund Balance for Mid-City CPD Fund 200491 (MCCPD), and estimated \$4,100,000 of beginning Fund Balance from CPD City Allocated Fund, No. 200488 for a transfer of \$3,850,000 from CPD City Allocated Fund No. 200488 to the Downtown CPD Fund 200489, and a transfer of \$250,000 from CPD City Allocated Fund No. 200488 to the Pacific Beach CPD Fund upon establishment.

Charter Section 225 Disclosure of Business Interests:

Each Community Parking District proposed to contract with the City through the proposed agreements is a California non-profit benefit corporation. Because such a non-profit public benefit corporation does not have natural persons who are owners of the corporation, there are no natural persons who will receive more than 10% of the contracted amount or who own more than 10% of the entity contracting with the City, for purposes of San Diego Charter Section 225.

Environmental Impact:

This activity is not subject to CEQA pursuant to CEQA Guidelines Section 15060(c)(2), as it will not result in a direct or reasonably foreseeable indirect physical change in the environment.

Equal Opportunity Contracting Information (if applicable):

Contracts or agreements associated with this action are subject to the City's Equal Employment Opportunity Outreach Program (San Diego Ordinance No. 18173, Municipal Code Sections 22.2701 through 22.2708) and Non-Discrimination in Contracting Ordinance (San Diego Municipal Code Sections 22.3501 through 22.3517).

Previous Council and/or Committee Actions:

This item was heard at Active Transportation and Infrastructure Committee on June 16, 2021 with a motion to approve staff recommendation contingent upon staff bringing forward an amendment to the operating agreements with Uptown Partnership, El Cajon Boulevard Business Improvement Association, and University Heights Community Development Corporation and the Operating Agreement with Discover Pacific Beach to include anti-harassment and inclusivity training and policy. The recommended changes are reflected in attachments 6, 8, 9 and 10.

Key Stakeholders and Community Outreach Efforts:

Direct beneficiaries of this action include the administering non-profits: ECBBIA; Uptown Partnership, UHCDC and PBCPD. Other beneficiaries are motorists, residents, and businesses within each CPD.

CPD Advisory Boards hold regular meetings and provide information via newsletter or on-line, and considers and votes on the Annual Plan and Budget at a public meeting. Also, CPD representatives sit on the citywide Parking Advisory Board and provide updates at meetings that are noticed and open to the public.

Alyssa Muto

Director, Mobility Department

Jeff Sturak

Deputy Chief Operating Officer

Attachment(s):

1. Uptown CPD FY2022 Annual Plan and Budget
2. Downtown CPD FY2022 Annual Plan and Budget
3. Mid-City CPD (El Cajon Boulevard) FY2022 Annual Plan and Budget
4. Mid-City CPD (University Heights) FY2022 Annual Plan and Budget
5. Pacific Beach CPD FY2022 Annual Plan and Budget
6. Pacific Beach CPD Operating Agreement
7. Legal Memos on Use of Parking Meter Revenue
8. Amendment to Uptown CPD Operating Agreement
9. Amendment to Mid-City CPD (ECB) Operating Agreement
10. Amendment to Mid-City (UH) Operating Agreement